

FISCAL IMPACT STATEMENT ON BILL NO. **H.4911, as Amended**

(Doc. No. Unknown)

TO:	The Honorable Robert E. "Bob" Walker, Chairperson, House Education and Public Works Committee		
FROM:	Office of State Budget, Budget and Control Board		
ANALYSTS:	Kenneth Brown, Beth Quick, R.J. Stein		
DATE:	April 16, 2008	SBD:	2008203

AUTHOR:	Representative Walker	PRIMARY CODE CITE:	56-35-10
SUBJECT:	Idling Restrictions for Commercial Diesel Vehicles		

ESTIMATED FISCAL IMPACT ON GENERAL FUND EXPENDITURES:

A Cost to the General Fund (See Below)

ESTIMATED FISCAL IMPACT ON FEDERAL & OTHER FUND EXPENDITURES:

A Cost to Federal and/or Other Funds (See Below)

BILL SUMMARY:

The Bill would establish idling restrictions for commercial diesel vehicles, provide penalties for violation of the chapter, assign enforcement to the State Transport Police division of the Department of Public Safety, provide for the collection of fines and assignment of these fines to the Diesel Idling Reduction Fund. The Bill authorizes the Department of Health & Environmental Control to develop and operate an idling awareness program and to promulgate regulations to administer and enforce the provisions of this chapter.

EXPLANATION OF IMPACT:

Department of Public Safety

The Department indicates that this Bill would require an additional FTE (Fiscal Technician) with salary and fringe estimated at \$31,400. This position would perform data entry of all incoming citations; record receipt of fines levied, prepare financial statements, route correspondence, generate daily report and check tab and deposit funds and maintain daily report filing system. Recurring operating costs are estimated at \$660. One-time non-recurring costs of \$3,000 are anticipated for information technology equipment and programming. Total first year costs are estimated at \$35,060 while annual costs thereafter are estimated at \$32,060.

Although the Department estimates that approximately 500 to 700 citations could be issued annually. Under this Bill \$25 of the fine would be allocated to the Department to cover the cost of implementing the requirements of this Bill. Therefore, total other funds credited to DPS can be estimated at between \$12,500 and \$18,750. It is assumed the balance of the cost would be supported by General funds which can be estimated at between \$16,310 and \$22,560 the first year and between \$13,310 and \$19,560 annually thereafter.

Department of Health and Environmental Control

The Department reports that the amended version of the Bill places no immediate requirements on the agency until funds become available from the imposition of fines. At that time, the Department may promulgate regulations and is authorized to develop and operate an idling awareness program. Any cost associated with the implementation of the program would be paid for by fines deposited in the Diesel Idling Fund.

Department of Motor Vehicles

The Department indicates this Bill would cost \$47,143 in non-recurring expenses for programming and implementation.

State Treasurer's Office

The Office reports this Bill will have no impact on the General Fund of the State or on Federal and/or Other Funds.

LOCAL GOVERNMENT IMPACT:

None.

SPECIAL NOTES:

The Board of Economic Advisors is the appropriate entity to address any revenue impact associated with this Bill.

Approved by:

A handwritten signature in black ink that reads "Harry Bell". The signature is written in a cursive style with a large, looped 'H' and a trailing 'l'.

Harry Bell
Assistant Director, Office of State Budget